JAMES M. HAYDON,
Stevedores and Contractors.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for The UNITED ASBESTOS COMPANY, LTD., LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 1333. 日一初月九年五十二緒光 THURSDAY, OCTOBER 5, 1899. 四拜禮 號五月十英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 12,000,000
CAPITAL UNCALLED..... „ 12,000,000
RESERVE FUND ..... „ 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Agent.

Hongkong, 4th October, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROPRTORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [8

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI,&c.	*Tientsin*	F. J. Fox	Noon, 6th Oct.	Freight only.
JAPAN, &c. §	*Shanghai**	F. C. A. Lyon, R.N.R.	About 9th Oct.	Freight or Passage.
LONDON †	*Candia*	W. H. Haughton, R.N.R.	About 24th Oct.	Freight only.
SHANGHAI	*Chusan*	E. Street	About 13th Oct.	Freight or Passage.
LONDON, &c.	*Coromandel*	F. W. Vibert, R.N.R.	Noon, 14th Oct.	Freight or Passage.
JAPAN	*Rosetta**	C. C. Talbot, R.N.R.	4 P.M., 15th Oct.	Freight or Passage.
LONDON	*Java*	G. W. Gordon, R.N.R.	About 2nd Nov.	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).
‡ *Viâ* MARSEILLES. § *Viâ* SHANGHAI.

For Further Particulars apply to
H. A. RITCHIE, Superintendent.

Hongkong, 4th October, 1899. [5

CALIFORNIA
HOCK & REISLING.

Per 1 dozen Quarts $6
Per 2 dozen Pints $7

GUARANTEED PURE. EXCELLENT VALUE.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 3rd October, 1899. [20

Aquarius
SPARKLING MINERAL TABLE WATER.
(Manufactured from TREBLE DISTILLED WATER.)

Telephone 75.

Is the most suitable for mixing with Wines and Spirits: neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

"A PERFECT TABLE WATER."

CALDBECK, MACGREGOR & CO.,
AGENTS,
AQUARIUS COMPANY.

Hongkong, 4th October, 1899. [15

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL. Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

HONGKONG HOTEL.

NEW ROOMS
At Moderate Daily Rates.

GOOD BYE SUMMER!

NOW SHOWING,
FIRST CONSIGNMENT OF
AUTUMN GOODS.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

27]

Intimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS
Prescribed by Medical Men throughout the World.
Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,
And also in Every Civilised Country in the World.

AGENTS FOR CHINA:—

Watkins, Limited.

14]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

27] DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY SIXTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends.
The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive.
By Order of the Board,
DOUGLAS JONES,
Secretary.
Hongkong, 20th September, 1899. [1199a

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICE of the Undersigned, at 12, o'clock (NOON) on SATURDAY, the 14th October.
The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 14th October, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 25th September, 1899. [1218a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.
The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 11th September, 1899. [1162a

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 10th October, at Twelve o'clock, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last and of declaring Dividends.
The TRANSFER BOOKS of the Company will be CLOSED from 26th instant to the 10th October, both days inclusive.
By Order of the Board of Directors,
A. S. GARFIT,
Acting Secretary.
Hongkong, 18th September, 1899. [1189a

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 3rd instant.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 4th October, 1899. [1263a

HONGKONG CLUB.

STEWARD WANTED.

APPLICATIONS in writing for the position of STEWARD to the HONGKONG CLUB will be received by the Undersigned.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 2nd October, 1899. [1252a

HONGKONG CLUB.

NOTICE.

MR. J. D. M. CAMERON has Resigned the position of STEWARD and is no longer in the Service of the Club.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 2nd October, 1899. [1253a

Auction.

PARTICULARS
OF
THE VERY VALUABLE CROWN LEASEHOLD PROPERTY,
Situate in VICTORIA CENTRAL, Hongkong, with splendid frontages on Peel Street, Wellington Street and Staveley Street,
To be Sold by
PUBLIC AUCTION,
in Four Lots,
on
MONDAY, the 16th day of October, 1899,
at 3 P.M.
At the Premises,
by
Messrs. HUGHES & HOUGH,
Auctioneers.

ALL those the very valuable Messuages and Premises known as Nos. 1, 3, 5 and 7, Peel Street situate on the Remaining Portion of INLAND LOT No. 164. The Lot is held direct from the Crown for the residue of the Term of 75 years and for the further Term of 924 years granted therein subject to the payment of the rents and to the performance of the covenants in the Crown Lease and Extension reserved and contained.
For further Particulars and Conditions of Sale, apply to
Messrs. WILKINSON & GRIST,
Solicitors,
and of
Messrs. HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd October, 1899. [1261a

Insurances.

THE
EQUITABLE LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.

DECEMBER 31st, 1898.

Outstanding Assurance	$987,157,134.00
Assurance Applied for in 1898...	198,362,617.00
Examined and Declined	30,318,878.00
New Assurance Issued.....	168,043,739.00
Income	50,249,286.78
Assets December 31st 1898.....	258,369,298.54
Assurance Fund.....	198,898,259.00
All other Liabilities $2,160,550.27.	201,058,809.27
Surplus.....	57,310,489.27
Paid Policyholders in 1898	**24,020,523.42**

STRONGEST IN THE WORLD.

The Surplus now amounting to more than $60,000,000 belongs exclusively to Policyholders.
The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST be paid.
The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World.
DIVIDENDS. In the last 6 years the 'Equitable' paid Dividends to its Policyholders amounting to more than $14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.
Apply for Particulars of the Guaranteed Cash Value Policy, to the Society's Hongkong Office.

F. KIENE,
Acting Manager.
Hongkong, 18th September, 1899. [1188a

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

For Sale.

FOR SALE.

HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.
For further Particulars, apply in First Instance, by Letter to
G.W.W.,
Office of this Paper.
14th September, 1899. [1177a

To-day's Advertisements.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899, it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the *Hongkong Daily Press* of the 17th day of August, 1899.

NUMBERS OF FORFEITED SHARES.	
57477/57501	55801/55940
11961/11985	34369/34391
59166/59190	36213/36224
16245/16269	42141/42165
28562/28573	45611/45635
59466/59515	47301/47310

W. H. CASKELL,
Acting Secretary.

Hongkong, 5th October, 1899. [1273a

WANTED.

A 5 or 6 ROOMED HOUSE, Furnished or Unfurnished, at Kowloon or Victoria. The Former preferred.

Apply to
SECRETARY,
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 5th October, 1899. [1274a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain Tayler, will be despatched for the above port, on MONDAY, the 9th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th October, 1899. [1270a

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despatched for the above Port, on MONDAY the 9th instant.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 5th October, 1899. [1020a

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARIG,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th October, 1899. [1275a

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO', LONDON AND STRAITS.

THE Steamship

"GLENSHIEL,"

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 5th October, 1899. [1271a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW.

THE Company's Steamship

"KAISOW,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 12th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 5th October, 1899. [1272a

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

	Per Doz.
A.—Hennessy's Old Pale, Red Capsule	$18
B.—Superior Very Old Cognac Red-Capsule	$21
C.—Very Old Liqueur Cognac	$24
V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	$36
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage	$46

All our Brandy is guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 5, 1899.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

THE "ABERGELDIE" OVERDUE.

SHANGHAI, October 5th.

The steamship *Abergeldie* has not arrived here and grave fears are entertained as to her safety.

[The *Abergeldie* arrived at Hongkong from New York on 25th September with a cargo of kerosene, consigned to Messrs. Arnhold Karberg & Co., and sailed for Shanghai on the 26th ultimo.—Ed., *Hongkong Telegraph*.]

REUTER'S TELEGRAMS.

THE VENEZUELA ARBITRATION.

LONDON, October 3rd.

The decision of the Venezuela Arbitration tribunal amounts to a compromise rather in favour of Venezuela.

THE TRANSVAAL CRISIS.

The Orange Free State Artillery is moving towards Kimberley and the Free-Staters have also occupied Bathas pass near New Castle. A Boer force of 5,000, with 23 guns holds Landsprint and a force of 4,000 holds Muller's Farm.

THE "AMERICA" CUP.

The *Columbia* allows the *Shamrock* 3m10 secs.

[3 min. 10 sec.?—Ed., *H. K. T.*]

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—

On the 5th at 11 45 a.m. the barometer has fallen moderately in Japan and slightly on the China coast. The depression is moving Northwards near the Loochoo islands, and will probably recurve over Japan. Gradients moderate in the South, rather steep in the North with fresh to strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N. winds; fine.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul-General R. Wildman:—

MANILA OBSERVATORY,
October 5th, 10 a.m.

The typhoon in Pacific is now East of North Luzon or Balingtong Channel, moving probably Northwards.

LOCAL AND GENERAL.

We publish in this issue the full address of the King of Siam to the nobles who assembled to offer their congratulations on the occasion of His Majesty's birthday, September 21st. The address contains some interesting reading.

THE Negri Sembilan government have decided to receive no more applications for mining land except for hydraulic mining or for permission to mine agricultural lands this year, nor will any more individual mining licenses be issued until the 1st of January, 1900. The reasons for this are that the applications for mining land in the states are very numerous and the servey officers are unable to cope with the work.

THE Royal Welch Fusiliers' Institute has set a capital example by refusing to take Chinese coins from the first of this month. The men are paid in British coin, so they have no cause for complaint and, in fact appreciate the new rule as it tends to protect them against the large amount of spurious Chinese subsidiary coinage in circulation. If only the Hongkong firms would take similar steps then there might be some hope of a stop being put to the nuisance.

PARTICULARS of the sensational Bangkok poisoning case will be found in another column.

ABOUT two hundred Cantonese shoemakers have struck work in Penang. They demand an increase to their present wages at the rate of $5 each man. The headmen are consulting together and will probably give their reply as to whether they will give the increase or not.

ON the 4th instant, at Teluk Anson, in Perak, a man named Madisha secured a reward of $10 for producing 107 crocodiles' eggs. On the 16th instant, Abdul Rahiman, a Malay from Tanjong Kubu, was fortunate enough to come across a crocodile measuring 9 feet, and 30 little ones. Abdul Rahiman secured a reward of $12 for depositing this whole family of crocodiles in front of the local police station.

THE newly-appointed head of a public department in Natal recently went on leave for a week, and during his absence it was naturally supposed that his chief clerk would take command. Judge of the surprise of the officials concerned, when on the day following their chief's departure his bell rang for half a dozen of them. Their surprise was accentuated on finding the chief's wife ensconced in his chair! She received them in the blandest of official manners, and proceeded to issue instructions as to their daily routine.

TO-DAY is the anniversary of the big typhoon of 1894, in which eleven lives were lost in Hongkong, $300,000 worth of damage done to buildings, over a hundred native craft wrecked, several ships badly damaged and many of the Hongkong launches torn from their moorings and wrecked. Since then we have only had the typhoon of 29th July, 1896, visit the Colony and it appears as though we were to escape again this year, unless indeed the depression notified yesterday by the Observatory as being in the neighbourhood of Northern Luzon should drop along and shake us up a bit.

THE Netherlands-India budget for next year provides for a deficit of over three millions of guilders, due mainly to heavy outlay on railways. It is intended to extend the tramways in Acheen, and to lay out waterworks at Surabaya. To meet the deficit, ten *per cent* export duty will be levied on jungle produce. All free ports in Netherlands-India will be abolished. This means that import and export duties will soon be levied at Macassar and Rhio, both of which had for over seventy years been free ports in the hope of rivalling Singapore. It is also proposed to increase the revenue by raising the impost on salt.

AT THE MAGISTRACY.

Before Mr. Gompertz this morning the Robinson wife-beating case again came up for hearing. Complainant said she had no more witnesses to call, in fact, she wished to withdraw the charge against her husband. Mr. Robinson was bound over personally in $200 to keep the peace for three months.

Several Chinese were fined $3 each for mooring their boats within 100 yards of the Praya within the limited hours.

For breaking rules in the fish market with respect to fixing stalls and depositing crates several Chinamen were fined.

Other crimes tried were for street-crying being in unlawful possession of goods, gambling in the street, stealing, and unlawful hawking.

IT was recently reported that Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, has been elected a Fellow of the Royal Colonial Institute, and now a home paper announces that another well-known China hand, Mr. Alister Duncan, F. S. A. Scot., of the Imperial Maritime Customs, has been elected a Fellow of this Institute. Mr. Alister Duncan, who was nominated for the Customs by General "Chinese" Gordon, is a brother of Mr. Chesney Duncan, author of "Corea and the Powers," a brochure which created something of a sensation in 1889, when it was issued from the *Shanghai Mercury* press. Messrs. Chesney and Alister Duncan are nephews of famous military officers. Their uncle, the late General Sir George Chesney, K.C.B., M.P., was the author of "Indian Polity" and "The Battle of Dorking," which created a memorable sensation shortly after the Franco-Prussian war. He was a Crimean and Indian Mutiny veteran, and for years held office as Military Secretary in the Government of India during the viceroyalty of Lord Dufferin. Another uncle, Colonel Charles Cornwallis Chesney, was at one time A. D. C. to the Duke of Cambridge, lecturer on military tactics of Sandhurst, and is well-known as the author of "Waterloo Lectures" and a standard work of military biographies, in which the genius of "Chinese" Gordon was proved and attracted much attention, for the chapter on Gordon's campaign against the Taiping rebels was largely compiled from the private diary of the "Martyr of Khartoum." The grand-uncle of these two old China hands, Colonel Francis Rawdon Chesney, whose widow occupies a suite of apartments graciously allotted to her by the Queen in Hampton Court Palace, was Commander-in-Chief of the Euphrates Valley Expedition, undertaken by request of King William, having for its object the opening up of an overland route to India, and it is related that he carried the first mails overland on his own camel from the Persian Gulf to the Mediterranean. This enterprise attracted universal attention at the time, and at the ceremony of formally declaring the Suez Canal open de Lesseps referred in eulogistic terms to the intrepid pioneer whom he dubbed "the father of the Suez Canal," little dreaming at the time that ultimately the British would some day make a deal in the shares of that Canal which would cause a sensation and some alarm la belle Paris. Mr. Chesney Duncan is, we understand, engaged on a series of political essays dealing with Far Eastern affairs in general, and it is probable the work will be published next spring. In view of his long residence and numerous journeys in the gorgeous East, his careful study of the political situation and commercial developments, obstacles to trade and opportunities for advancing commercial interests there is reason to expect that Mr. Duncan's essays will be both interesting and instructive.

HONGKONG LEGISLATIVE COUNCIL.

At yesterday's meeting after His Excellency the Governor had put the report of the Finance Committee before the Council,

The Hon. T. H. Whitehead said:—I rise to move that the Report No. 4 be referred back to the Finance Committee for amendment and in order that the members may have the opportunity of discussing the printed statement which should have been before the Committee at last meeting and before the vote of $170,000 was passed. At the last meeting of Council the Hon: The Colonial Treasurer in reply to my query as to why no Finance minute had been submitted to the Council in connection with the expenditure of "Beaconsfield" said "I do not know." At the last meeting of the Finance Committee it was discovered that the expenditure of $20,095.89 in question was included under the head of "Miscellaneous Services (other)." In fact it appeared to have been smuggled in and it was not until questions were asked that we found out that the expenditure on account of "Beaconsfield" was included under the heading of "Miscellanous Services" in Finance minute No. 7. The said minute was laid on the Council table on 31st July last by the hon: the Colonial Secretary and the hon. member was present when the Colonial Treasurer replied to my query asking for information. I think it was the duty of the Colonial Secretary to have informed the Treasurer and the Council that the expenditure in question was included under the head of "Miscellaneous Services" instead of keeping the information concealed. At the meeting of the Finance Committee the hon. member the owner of "Beaconsfield" to refrain from voting on this question in which he is directly pecuniarily interested. Speaking in the House of Commons on the like question on the 7th July last Mr. Chamberlain, the Secretary of State for the Colonies, said:—

"I observe from the newspapers to-day that I am stated to be one of the largest shareholders of the Royal Niger Company, and one or more of these newspapers states that I am thus in the position of vendor and vendee. . . . . I desire to state exactly what my position in the matter is. When the National African Company, which was the parent of the Royal Niger Company, was formed 17 years ago I applied for shares, and a certain allotment was made to me. As it was less than the application made, I subsequently increased my holding to 1,500 shares. There seems to be a misapprehension as to the value of this investment, because there are two classes of shares in the Company—one of £10, fully paid up, and the other £2 only paid up. My allotment was the £2 shares, and my total investment was of the smaller amount—£3,000. I may say in passing that it would be difficult for any hon. member of this House to invest in anything which might not at some time or other be the subject of discussion in this House. But when the question of the possible revocation of the charter came before the Government I took the opportunity to inform the Prime Minister and my colleagues of the fact that I had some interest in the Company; and I begged, therefore, to be excused from offering any opinion on the transaction, and from taking any part whatever in any negotiations which might subsequently take place. Accordingly these negotiations have been entirely in the hands of my right hon. friend the Chancellor of the Exchequer, and I did not know of the result until the matter was substantially settled."—*The Times*, 7th July, 1899.

I observe, Sir, from the printed statement of the expenditure, estimated and actual, for the nine months of this year in connection with the New Territory, will amount to the grand total of $346,629.17 and I think the Unofficial Members are entitled to a little more time to carefully consider and study the matter. At the last meeting of Council the Hon. the Colonial Treasurer informed the members that the expenditure in connection with "Beaconsfield" was paid by and under the authority of Your Excellency on 3rd May last. I think, Sir, that to pay away public monies on 3rd May last and four months later to ask the Council to sanction the said expenditure after the money has gone beyond their control is an irregular proceeding. I believe it is contrary to Colonial regulations. At all events it is a proceeding against which I desire to record my formal protest. I refer to "Beaconsfield" expenditure of $20,095.89. In 1891 Sir William Des Voeux who was then Governor followed a like course in paying away public funds without the sanction of the Council first obtained, and three of the Unofficial Members forwarded a written protest against same to the Secretary of State. Lord Knutsford in a Despatch addressed to the Officer administering the Government said:—

Downing Street, 4th August, 1891.

Sir,—I have the honour to acknowledge the receipt of your Despatch No. 166 of 28th May last, forwarding a protest from three of the Unofficial Members of the Council against the payment of the lapsed portion of the Military Contribution for 1890, before it had been revoted by the Council.

I regret that the Council was not informed, when asked to re-vote the money, that it had been already paid in anticipation of the re-vote, which should have been taken first.

I have the honour to be, Sir,
Your most obedient humble servant,
(Signed) KNUTSFORD.

His Excellency the Officer Administering the Government, Hongkong.

His Excellency the Governor (after a pause)—Does any honourable gentleman second it? Whether it is seconded or not I should be very sorry indeed if the honourable gentleman did not receive some explanation, which I think is due on the question of this item, for I take it that the item which the honourable gentleman is alluding to is the item in connection with "Beaconsfield." I saw in the public press after the last finance meeting what had taken place at that meeting. I think it well that the Council should know exactly what took place. A very short time after I arrived in the colony I received a letter from Mr. Belilios asking me to re-open the question of "Beaconsfield." I looked over the papers and I found that it had been decided before I came here by my predecessor, and consequently I answered that I declined to re-open the question. That was in December, In the early part of January it was brought to my notice, and in fact it was recommended by the Acting Attorney-General that this case should be compromised. At that time the position was peculiar. The position at that moment was that a case had been taken against Mr. Belilios by a contractor named Ah Hok, who claimed from him certain moneys due for an expenditure on "Beaconsfield" which he declared by his pleadings had been undertaken by permission of Mr. Belilios and carried out through Mr. Belilios's agent. The counsel for Ah Hok in that case was the Acting Attorney-General and the solicitor for Ah Hok was the Crown Solicitor. The case came before me at a moment when the pleadings were changed. The pleadings were changed in this way—that the Public Works Department were inserted in them as the agents of Mr. Belilios. I had at the time as Acting Colonial Secretary Mr. Sercombe Smith, who was also a barrister. Mr. Sercombe Smith was very strongly of opinion that the Government were not liable in any way, but the result of the charge of pleadings practically would be that in the event of the case being decided in favour of Mr. Belilios the Government would be the defendants, and in the face of this advice and under those circumstances I really did not know who the Government were to look to. Having looked over the papers and much correspondence I shared the opinion of my Acting Colonial Secretary, who was, as I have said, a barrister, that the Government were not liable and should not be held liable, and I held furthermore that if the Government were liable then Mr. Belilios ought to be paid and that if they were not liable I would not pay him a fraction. The case went before the court, and a jury of seven decided by a narrow majority of one that Mr. Belilios was not liable. There is a phase of this question which I think it as well you should understand. At the meeting of the Finance Committee it looked as if the Colonial Secretary knowing certain circumstances was positively concealing them. A great part of the correspondence which had taken place, including a very strong recommendation from the Acting Attorney General that I should compromise this case and my observation in answer to his minutes, I put by on a confidential file. It was not put with the other papers and was not seen by the Colonial Secretary, who knew practically nothing at all about the matter. There is the case. Honourable members will see that as far as I am concerned I declined to pay anything we were not obliged by law to pay. When the present Acting Chief Justice, Mr. Goodman, but who was then Attorney-General, came back in April, I put the whole of the matter before him. He looked closely into it and he said we might possibly succeed in the event of Ah Hok bringing a case against the Government, but in his opinion the Government would not succeed. But if we did succeed the position would be that a contractor who had honestly done what he was ordered to do, either by one of the Public Works employees or the Assistant Director of Public Works, and had done it faithfully, would be placed in the position of not being able to recover either from the Government or from Mr. Belilios, which would be a scandal, and on the whole he strongly advised that the man should be paid. I ordered that he should be paid, and in doing that I was wrong. I ought to have put the matter before you and asked for your vote. It did not strike me at the time, and I am sorry it did not. I was in a peculiar position at the time, and, as I have said before, I felt that if Mr. Belilios had a right to be paid he should be paid in full—it was not a matter to higgle over—but that if he had not I did not feel justified in paying a penny of public money until the court of law had decided the point. On the question of bringing this matter before the Council I confess, as the honourable member has pointed out, that the money ought not to have been paid before it had been brought before the Council, and I regret it very much (Hear, hear.) Does any honourable gentleman second this amendment of the honourable Mr. Whitehead's?

The amendment was not seconded, and the motion was put and carried.

REPORT OF THE PUBLIC WORKS COMMITTEE.

The Director of Public Works laid on the table the report of the Public Works Committee.

The Hon. T. H. Whitehead—In connection with that report I may be allowed to earnestly hope that the Director of Public Works will proceed without any delay with the construction of the three roads he there mentions—the road from the Upper Tram Station to High West Saddle; the road from Castle Peak Bay to Ping Shan and Un Loong, and a road along the Pokfulam Conduit. Roads are the strongest precursors of civilisation, and they distinguish a rising from a barbarous state.

After the remaining business of the meeting had been carried out, but before Council dispersed,

His Excellency the Governor said: Before the Council adjourns there is a matter I wish to mention with regard to the question of "Beaconsfield." The Hon. Mr. Whitehead made some observation and put a question to me for my ruling as to one of the honourable members, the Hon. Mr. Belilios, having voted at the Finance Committee meeting in a matter in which he was interested. It goes without saying, and I have no hesitation in saying, that a member ought not to vote on any question in which he has a financial interest. I do not know whether Mr. Belilios had actually a financial interest in this matter, because he had been paid the money, and whether the Council approved or not he had no other interest in the proceedings. I believe from the Colonial Secretary, who has spoken to me upon this matter, that the vote which was before the Finance Committee included various items upon which the honourable gentleman would be perfectly justified in voting. (The Hon. E. R. Belilios: Hear, hear.) There is only one other matter which struck me at the moment the Hon. Mr. Whitehead was speaking, and it was matter which in my explanation of my own action as regarded "Beaconsfield" I overlooked. I think the honourable gentleman made use of the word "smuggled," a word which I am sure on consideration he will regret having made use of. When this official minute came before me it had been signed by the Colonial Secretary and the Colonial Treasurer and I signed it as a matter of course. I am quite sure neither the Colonial Treasurer nor the Colonial Secretary would smuggle either this or any matter before the Finance Committee or the Council. I was rather anxious I should have the opportunity of informing the Council how this matter stood. A great many observations had been made, and it was well that some time or other my own reasons for the action I had taken should be stated in the only place in which they could be stated—in this Council Chamber. The Council will now adjourn until Wednesday next at three o'clock, when I hope to lay the estimates on the table.

The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held under the chairmanship of the Colonial Secretary. The following votes were agreed to:—

A Sum of Two thousand and One hundred Dollars for the purchase of the old site of the Tung Wa Hospital Mortuary at Kennedytown.

A sum of Ten thousand and Eight hundred Dollars in aid of the vote for "Scavenging the City, Villages and Hill District."

A sum of Five thousand Dollars to defray the cost of the "Pokfulum Conduit Road."

This was all the business.

Statements and Papers.

The following papers and statements were laid before the Legislative Concil yesterday:—

STATEMENT OF EXPENDITURE ON PLAGUE.

(From April 1st to July 31st)

Purchase of coffins and headstones, and digging graves,	$ 3,037.32
Pay, &c. of extra men on plague works,	1,802.80
Purchase of disinfectants,	462.22
Cleansing and disinfecting plague houses,	3,895.40
Lime-washing plague houses,	6,187.05
Pay of Search Parties (Medical Students and Interpreters),	308.73
Cost of removing and burying patients and dead,	1,483.50
General cleansing and lime-washing No. 9, Health District,	3,987.10
Miscellaneous Expenses,	1,034.83
Total,	$27,355.01

EXTRA EXPENDITURE FOR "MISCELLANEOUS SERVICES."

"Beaconsfield"	$20,095.89
Cattle slaughtered	21,281.00
Total	$41,376.89

STATEMENT OF EXPENDITURE FOR 1899 IN CONNECTION WITH THE NEW TERRITORY.

Police	$ 88,972.10
Public Works Department	136,489.89
Harbour Office	11,536.14
Treasury	187.00
Botanical and Afforestation Department	440.00
Medical Department	1,000.00
Extra Salaries	3,000.00
Miscellaneous	105,004.04
Grand Total	$346,629.17

ENGLISH TRANSLATION OF THE PROCLAMATIONS ISSUED BY THE MAGISTRATE OF THE SAN ON DISTRICT & THE VICEROY OF CANTON REGARDING THE NEW TERRITORY.

1.

Chiu, Magistrate of the San On District, &c., hereby issues this notice for general information. A despatch having been received from His Excellency T'ám, Viceroy of the Two Kwong Provinces, instructing both Civil and Military Officers to attend in person for the purpose of delimiting the Kowloon Extension, the following boundary has been agreed to in accordance with the decision of the Tsung-li Yamén.

From Deep Bay across to Sham Chun and thence to Kang T'ó the North side of the river shall be the boundary. From Kang T'ó to Kang Hau the mountain path shall be the boundary. From Kang Hau to Tung Wo market town the middle of the small stream shall be the boundary. From the North-East of the Tung Wo market town to the South-West the road shall be the boundary, and from thence to the shore terminating at Mirs Bay. All waterways and roads are included within the leased area but are always to be open to the use of the people of both nations.

You inhabitants are hereby notified that within the lensed area as delimited all fields, lands, houses, graves, local customs and usages will remain unchanged. You need not, therefore, be alarmed or suspicious and you must be careful not to create trouble.

Those villages not included in the leased territory will continue to be within Chinese territory and the people living in them are not in any way concerned.

Should any one dare to avail themselves of pretexts to excite or mislead the minds of the people with a view to create trouble, they will most certainly be punished without leniency.

A special notice.

Dated 16th of the 2nd Moon the 25th year of Kwong Sü (27th March, 1899).

2.

T'ám, Viceroy of the Two Kwong Provinces, &c., and Luk, Governor of the Kwong Tung Province, &c., issue this notice for general information.

Whereas Kowloon has been leased under the instructions of the Emperor and the boundary has been defined in accordance with the original map forwarded by the Tsung-li Yamen, the following agreement has been come to with the foreign officials:—

(1.) The people are to be treated with exceptional kindness.

(2.) There can be no forced sale of houses and lands.

(3.) The graves in the leased territory are never to be removed.

(4.) Local customs and habits are to remain unchanged according to the wishes of the inhabitants.

In these respects, therefore, the villages and market towns in the leased territory will not differ from those within Chinese territory.

Wherefore this notification is issued to let all know that whatever occurs in the villages and market towns of China has now nothing to do with you (who live in the leased territory).

No one must under any pretext excite or mislead the minds of the people. You who live in the villages and market towns of the leased territory should follow your occupations and abide by the law as heretofore. If in disobedience to the Imperial decree you dare to create strife or avail yourselves of any pretext to stir up trouble, there is now a large military force in the territory which will arrest and deal with the guilty without mercy.

Let every one tremble and obey.

An important and special notice.

24th day 2nd Moon 25th year of Kwong Sü (4th April, 1899).

FURTHER PAPERS RELATING TO THE MILITARY OPERATIONS IN CONNECTION WITH THE DISTURBANCES ON THE TAKING OVER OF THE NEW TERRITORY.

(From General Officer Commanding in China and Hongkong to His Excellency the Governor of Hongkong.)

Hongkong, 20th April, 1899.

Sir,—I have the honour to inform Your Excellency that, having found that the troops encamped at Taipo Hü were amply sufficient to cope with the troubles in that neighbourhood, and the surrounding District, and having received reliable information that large bodies of armed rebels were gathering in the neighbourhood of Castle Peak, I hurried back to Hongkong on Monday, the 17th instant, in order to make arrangements to send a small Force to operate in the neighbourhood of Deep Bay. My idea was to clear that District either by surrounding the rebels and force them to lay down their arms, or, should they escape me, turn them in the direction of Kam T'in Hü where the column of troops from the West could operate with effect against them. I accordingly with the able and hearty co-operation of the Commodore, landed a small and mobile force at daybreak at Ngau-hom in Deep Bay. The difficulties of carrying out this landing in the darkness and in the exceedingly shallow waters of Deep Bay were very great indeed, and I do not hesitate to say that it would have been impossible to carry out without the experienced assistance of Lieutenant Goodenough, R.N. All the arrangements were most carefully planned out and considered beforehand by Captain Long, my Chief Staff Officer for the time being, and the consequence was that everything worked out without a hitch of any kind and I was enabled to carry out a landing of quite unusual difficulty. They swept right through the populous valley from Ngau-hom to Castle Peak Bay. The whole District was almost completely deserted. The inhabitants had either fled in our approach or had in

some cases moved off the previous day to the neighbourhood of Kam Tin Hü. This was exactly what I had anticipated, and I had sent a Force to Tai Lam Chung to operate up that valley to the North to intercept any bodies of armed rebels who might appear, and endeavour to make their escape eastwards from Castle Peak Valley. The whole of these somewhat complicated arrangements came off successfully and I am happy to say that I am enabled to report that this entire District is absolutely cleared of rebels and that without the necessity for my firing a single shot. On my way back I dropped a small Force under command of Major Morris, R.A., at Tsin Wan with orders to proceed at once to Kam Tin Hü to join hands with a Force from the East to whom I had previously sent orders to that effect. I learn from rumour, not yet perhaps completely authenticated, but yet sufficiently so to relieve any anxiety, that these combinations have been successful and that the armed rebels have been intercepted by some of the parties sent out by my orders.

As regards the Forces operating in the East, I will report fully as soon as I have received detailed information.

I have the honour to be, Sir,
Your Excellency's obedient servant,
W. J. GASCOIGNE,
Major-General,
Commanding in China & Hongkong.

(Governor to General Officer Commanding.)

Hongkong, 21st April, 1899.

Sir,—I have the honour to acknowledge the receipt of your letter of 20th instant informing me of the result of your expedition to Deep Bay.

I congratulate Your Excellency upon the thoroughness with which you have carried out your operations in the East and West of the New Territory and upon the able manner in which your orders have been executed.

I earnestly hope that the demonstration given of overwhelming force and rapidity of movement may induce the misguided peasantry of the New Territory to abandon any idea of further resistance and to settle down to their usual occupations. Such a result will be entirely due to the hearty co-operation of the Naval and Military Forces in carrying out the plan of operations so ably conceived by you.

I have the honour to be, Sir,
Your most obedient servant,
HENRY A. BLAKE.

His Excellency Major-General W. J. Gascoigne, Commanding in China and Hongkong.

(From the General Officer Commanding in China and Hongkong to the Under-Secretary of State.)

Hongkong, 5th May, 1899.

Sir,—As I consider that you should be in possession of full information as regards the recent rising of the inhabitants of the New Territory which has just been added to the Colony so far as the troops under my command were concerned, I have the honour to submit the following report.

At midnight on April 3rd I was informed by His Excellency the Governor that the Captain Superintendent of Police and a party of his men had been attacked by a large number of Chinese at the villages of Tàipó Hü, Tolo Harbour, Mirs Bay, where they were guarding some workmen employed in erecting matsheds which were being put up as a temporary police barracks, and His Excellency requested that I would at once send out some troops, as the police were understood to be in a position of grave danger. Accordingly, having obtained the hearty cooperation of the Commodore in charge, a company of the Royal Welch Fusiliers were embarked in the Torpedo-boat destroyer H.M.S. *Whiting* and at 3.30 a.m. on the morning of April 4th instant proceeded to the scene of the outrage. I considered it advisable to accompany this small Force myself, as, at that time the territory not having been formally taken over, the Governor was naturally most anxious that no unnecessary force should be used. On arrival at Tàipó Hü I found that the matsheds had been burnt down, but that under cover of the darkness the police had escaped and made their way some 12 miles overland to British Kowloon.

The villagers, who appeared frightened at the sudden appearance of the troops, expressed great regret for what had happened, and the incident was considered closed.

After consultation with the Governor, who had decided to hoist the British Flag at Tàipó Hü on the 17th April, and with his concurrence, I determined that it would be advisable to encamp half a battalion of the Hongkong Regiment in the District as soon as the flag was hoisted, and the necessary camps were selected accordingly.

On Friday morning, April 14th, I issued orders for one company of the Hongkong Regiment under a British Officer (Captain Berger) to proceed the following day by march route to Tàipó Hü to make the necessary Military arrangements for the hoisting of the flag. On Friday night late I received information from the Governor that a party of police under the Captain Superintendent, who had that afternoon arrived at Tàipó Hü in H.M.S. *Fame*, had been driven off by a large body of villagers, and that the matsheds had again been burnt down.

Feeling that the company of the Hongkong Regiment was sufficient to cope with the local rising that this was reported to be, I contented myself with directing Captain Long, D.A.A.G, to proceed on Saturday, the 15th, to Tàipó Hü, with orders that he was to see that the troops gave every assistance towards prepairing the ground for the ceremonial of Monday.

Captain Long arried at Tàipó Hü on H.M.S. *Fame* at 5.30 p.m. and found the position of affairs shortly as follows.

The Company Hongkong Regiment was in position on two small hills near the sea shore, one of which was that selected for the flagstaff and upon which the matsheds had been erected, the other a hill some 150 yards close by; while surrounding them on the hills to the West 500 yards distant and North-West some 1,500 yards were apparently some thousands of Chinese keeping up a continuous musketry fire asssisted by artillery fire from guns of sorts, 12 in number. Captain Long, who was the senior, having asked for and obtained the co-operation of the Officer Commanding H.M.S. *Fame*, and feeling the danger of having a large body of an armed enemy at night in his immediate vicinity, determined that his wisest tactics would be to assume the offensive while daylight still served, with the result that he drove them off without any casualties to the troops, and a small loss to the Chinese, completely clearing the valley and so cowing them for the moment that the following day, Sunday the 16th, I was enabled, on behalf of the Governor, to raise the flag without opposition of any kind. This sudden rising made His Excellency the Governor determine to anticipate by one day the taking over of the Territory. I remained in camp that night and the villagers all appeared perfectly quiet, but suddenly on Monday, the 17th, at 1 p.m. the exact hour originally named by His Excellency for the ceremony of raising the flag, the surrounding hills were found to be occupied by large bodies (several thousands) of armed men, with many pieces of heavy ordnance in position. They commenced firing at a very long range. Again feeling that offensive tactics were the only ones to be adopted, I ordered two companies of the Hongkong Regiment under Captain Berger to clear the heights, sending forward also No. 3 Company Hongkong Singapore Battalion R.A. under Captain Simmons to shell the insurgents' position. This work was most efficiently performed by the men of the Hongkong Regiment who not only got over the most difficult country at great speed, but also by making use of cover most efficiently, took the enemy completely by surprise.

The result was that the hills were entirely cleared, the rebels again suffering some loss, and several pieces of ordnance and some flags fell into the hands of the troops. It was at this stage that Major Brown, R.A.M.C., was struck in the arm by a spent bullet and slightly wounded, the only other casualty being a man of the Hongkong Regiment similarly struck on the wrist.

The insurgents having retired in the direction of Deep Bay I handed over the command of this small column to Lt.-Col. The O'Gorman, D.A.A.G., directing him not to lose touch of them and to endeavour to drive them Westward: and myself came back to Hongkong to organize another Force to co-operate from the Deep Bay side. The difficulty of this was to keep it secret, but by the very able assistance of Capt. Long, who was acting at the time as my C.S.O., I kept every one the troops themselves in the dark as to my intentions, and starting during the night in small launches, being ably helped by Lieut. Goodenough, R.N., who had been lent by the commodore for the purpose, I landed a force before daybreak on the Deep Bay side, and was completely successful in my operations, as the whole district was cleared at our approach, the insurgents being either driven into the Force operating under Col. The O'Gorman or over the border on to Chinese territory. This was really a very difficult operation even by day as the landing was extremely bad, and at night we went aground several times. It could only have been successful by perfect discipline and carefully thought out orders, each man knowing exactly where he was to go. These orders were so carefully conceived beforehand by Capt. Long, that, although we made one or two false landings in the dark, yet the errors were discovered without confusion and the expedition as a whole resulted in the success I have mentioned.

On my way back on Wednesday, the 19th, I dropped a small party of 200 men under Major M. M. Morris, R.A., at Tsin Wan with orders to push North-West to the walled town of Kam Tin Hü, and to complete the destruction of the gates of this turbulent centre of disturbance.

The ubiquitous appearance of the troops, appearing simultaneously from all parts over a most difficult country and at considerable distances from each other, so completely quelled the insurrection that all the inhabitants gave in their submission and surrendered a large quantity of arms, &c., &c.

As I write it is now only a question of Police protection, for which purpose, after consultation with His Excellency the Governor, I have left 100 men under the command of Lieut.-Colonel The O'Gorman whom I have directed to remain to assist, with his advice and experience, the Colonial Secretary who is taking up the threads of the Civil Administration of the district.

I have been obliged to write at some length of these apparently somewhat trivial military operations as I felt sure that you would desire a complete knowledge of the situation.

It is not my desire to write this letter as a despatch of great military importance, but I am confident that if this rising had not been so promptly met from all sides as it was, it would have assumed very formidable proportions, as it is now discovered that it had been most carefully planned beforehand, and a small success might have created very serious complications, if not a rising, in the whole Southern Provinces of China, which are always ripe for rebellion. As it is, a grave impressions has been created, and that without any serious loss of life. It is only right therefore that I should bring to your notice the names of those officers to whom the the credit of this is due. Lieut.-Colonel The O'Gorman first of all, who, by his untiring pertinacity in keeping in touch with and following up the insurgents, contributed in great measure to the early quelling of the trouble; Captain C. B. Simmonds, R.A., and Captain Berger, Hongkong Regiment, who were acting under command of Lieut.-Colonel The O'Gorman, both handled their men with marked ability having considerable dash and yet keeping them well in hand.

Major M. M. Morris, R.A., carried out the small operation entrusted to him with considerable tact and judgment; Captain Des Vœux, R.E., deserves great credit for the rapidity with which he, under the greatest difficulty, laid a telephone line from Hongkong to Taipo Hu—a distance of over 13 miles in a hilly and difficult country.

Lastly, I would mention Captain S. S. Long, my acting C.S.O., who not only carried out the somewhat difficult duties of supplying the several camps at great distances from each other but to whom the credit of the night operations above referred to is entirely due. I have no more able officer in my Command, and I wish to bring his name to the notice of the Commander-in-Chief.

In conclusion, I would point out that some expense has been incurred, but the extent thereof I will report fully later, as I presume the question will require decision as to who will bear the cost of the same.

I have the honour to be, Sir,
Your obedient servant,
W. J. GASCOIGNE,
Major-General,
Commanding in China and Hongkong.

FOOTBALL.

Considering it is the first time one of the teams was out yesterday, play was passable. Noble's side was victorious by one goal to nil. Every time a new team turns out one or two very good men are discovered. Among them there are some good heavy weights, Hornby and Johnston being perhaps the heaviest. The lastnamed is a Rugby player, but he shaped well in the sister game. He has speed and without doubt is the strongest "kick" in the club. Noble, Hancock and Kew seem to have lost none of their cunning; wind, of course, is the only trouble at present. Tulloch, of the Artillery, is among the millitary players' team, and from what we hear he is an exceptionally good player, so with him, Greene, Castle, Wilkinson, Jervis, and Warren the R. A. ought to be able to put a first-class side on the field when the shield matches commence.

THE GREEF v. EQUITABLE SURPLUS CASE.

As many accounts of this case appeared in the press a few weeks ago, it may be of interest to our readers, many of whom are undoubtedly Policy holders in the Society, to hear that the final decision in the Court of Appeal has been given in favour of the "Equitable"

THE PLAGUE.

Cases reported to 4th instant	1,471
Do. do. during past 24 hours...	0
Total...	1,471
Deaths reported to 4th instant	1,413
Do. do. during past 24 hours...	0
Total...	1,413

DEWEY ON THE WAR.

In its issue of 5th September the *New York World* publishes what purports to be Admiral Dewey's opinion of the best way to end the ruinous and wholly unnecessary war in the Philippines as expressed to a representative of the London *Daily News* at Naples. It is reported as follows:—

"Do you think, Admiral, that the islands are likely to be pacified soon?" The Admiral replied as follows:—"I have the question of the Philippines more at heart than any other American, because I know the Filipinos intimately, and they know that I am their friend. The recent insurrection is the fruit of the anarchy which has so long reigned in the island. The insurgents will have to submit themselves to law after being accustomed to no law at all. I believe and affirm, nevertheless, that the Philippine question will be very shortly solved. The Filipinos are capable of governing themselves. They have all the qualifications for it. It is a question of time, but the only way to settle the insurrection and to assure prosperity to the archipelago is to concede self-government to the inhabitants. That would be the solution of many questions, and would satisfy all, especially the Filipinos, who believe themselves worthy of it, and are so." "Self-government for the Philippines has, however, not many partisans in America," I remarked. "I have never been in favour of violence towards the Filipinos," replied, or rather continued, the Admiral. "The islands are at this moment blockaded by a fleet, and war reigns in the interior. This abnormal state of things should cease. I should like to see autonomy first conceded, and then annexation might be talked about. This is my opinion, and I should like to see violence at once put a stop to. According to me the concession of self-government ought to be the just and the most logical solution."

"Do you think a conflict between Germany and the United States over the Philippines possible?" I asked. "It is impossible to foresee the unforeseeable," came the reply. "Then, Admiral, you deny the statements of the Trieste Correspondent of the *New York Herald*?" "I deny nothing," replied the Admiral, "because to that journalist I said nothing of the kind."

LIVINGSTONE'S BROTHER DEAD.

The death is announced of John Livingstone, elder brother of David Livingstone, the famous African explorer. Deceased was eighty-nine years of age. He went to Canada in 1840 and lived in Lanark for twenty years, removing then to Listowel. He maintained an intimate correspondence with his famous brother until the death of the latter.

AUSTRALIA'S CHIEF CITY.

Although Sydney is precluded from becoming Australian federal capital, it will always remain the Australian commercial metropolis. With San Francisco, Chicago and Melbourne, Sydney affords an interesting example of the rapid growth of towns of the first rank under modern conditions. At the present moment Sydney ranks as the third city in the Empire, estimated on the basis of the annual rating value. It possesses a population of about 400,000, including that of the suburbs, the capitalised value of the ratable property being nearly £90,000,000 sterling. There are about 90,000 houses and business premises, covering an area of nearly 91,000 acres. The annual rating value of the whole of the metropolitan property is nearly £5,000,000.

ACCIDENTS ON INDIAN RAILWAYS.

The returns of the accidents on Indian railways for the twelve months ended in December last show that with an increase of 1,619 miles or 8.19 per cent. in the mean mileage, and of 5,510,659 miles or 8.25 per cent. in the train mileage run, the number of accidents to trains, rolling stock, permanent-way, etc., shows an increase of 769 or 16.59 per cent., as compared with the average of the previous three years. The number of passengers killed and injured by accidents to trains, etc., were 6 and 66, respectively, against an average of 18 and 86 during the previous three years; while the passengers killed and injured from other causes than accidents to trains, etc., were 63 and 188, respectively, against an average of 63 and 191. Out of a total of 150,567,899 passengers travelling, there were 69 killed and 254 injured, and the proportion killed or injured by train accidents from causes beyond their own control was 1 killed out of 25,094,650, and 1 injured out of 2,281,332.

WHERE GUNPOWDER IS MADE.

Cassell's Magazine contains an illustrated article, "Where Gunpowder is Made," in which the author describes the "Danger Houses." The danger buildings themselves are so constructed that not a nail-head or iron in any shape is exposed, and the roofs are made slight, so as to give easy vent to explosions. The garments of the workers are pocketless, so that they cannot carry knives or matches, or indeed anything, and are made of non-inflammable material. Even the buttons must not be of metal. No one is allowed to go about with trousers turned up at the bottom, because grit is collected in that way, and the merest hard speck of foreign matter in a charge of gunpowder is fraught with danger. The entrance to danger buildings are protected by boards placed edgeways, so that when the door is open nothing in the shape of dirt can work in. This also serves as a check to anyone who might thoughtlessly proceed to enter without having first removed his boots and put on the overalls that are kept just inside the door. Doors are made to open outwards, so as to enable the men to escape the more readily; and on the approach of a thunderstorm the works are stopped and the operatives repair to the different watch-houses scattered over the 300 acres covered by these extensive works. Every week the machinery is inspected, and the reports as to its condition are printed and filed. In the case of a danger building needing to be repaired, it must first be washed out before a hammer or other iron tool is admitted to it. When artificial light is required, as in working at night or in dull weather, the lights are kept outside, being placed on the window ledges. In the case of the works magazine, which is surrounded with water, no light of any kind is ever permitted near it. These are only a few of the precautions against accidents at the works; they are sufficient, however, to show how lively must be the sense of danger. Men in powder houses usually have an arranged plan of escape in their minds, and at the least unexpected noise have not hesitated to plunge into the canal.

A Doubtful Testimonial.—A woman wrote as follows to a quack-doctor: "Dear Sir,—My husband was sinking and lost weight. He had feverish attacks, pains in the head, legs, and back. The sight of food made him ill. After four days' trial of your medicine he was in a new world."

SHIPPING REPORTS.

Captain Kroble, of the steamship *Benlarig*, from Singapore, reports:—Strong N.E. wind and high sea throughout.

Captain McGillwray, of the steamship *Glenshiel*, from Singapore, reports:—Strong winds and high head sea throughout.

Captain Grier, of the steamship *Sarpedon*, from Foochow, reports:—From Foochow to port strong N.E. gale and high sea, moderating towards Hongkong.

Captain Barr, of the steamship *Hector*, from Liverpool, reports:—Had favourable weather to Singapore; left Singapore on Sept. 29th; had strong wind and squally weather from N.W. to N.E. and confused sea.

Captain Groves, of the steamship *Chowtai*, from Bangkok, reports:—Left Koh-si-chang on the 27th Sept. and experienced light S.W. winds and fine weather until the 30th, when fresh northerly winds and high sea were encountered and continued till arrival.

Captain Robson, of the steamship *Hailoong*, from Coast Ports, reports:—Tamsui to Amoy, strong N.E. gale with very high sea; dull and overcast. Amoy to Swatow, strong N.E. wind and high sea; dull, cloudy weather. Swatow to port, fresh easterly wind with S.E. swell; fine and clear weather. Vessels in Amoy on the 3rd inst.:—*Tamsui, Formosa, Swatow, Hae-ting, Indraban*, and bark *Osaka*. In Swatow on the 4th:—*Tai-cheong, Germania*, and *Telemachus*.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71
Rainfall	5.794

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.89	29.80
Temperature	82	80
Humidity	36	55
Rainfall	—	—

TO-DAY.

Thursday, 5th October, 1899.

Chinese—*1st of 9th moon of 25th year of Kwang-sü.*

Sun—*Rises*	*5hr. 54min.*
Sets	*5hr. 44min.*
Moon—*New Moon 2hr. 51 a.m.*	
High water—*Morning*	*9hr. 2min.*
Afternoon	*8hr. 54min.*
Low water—*Morning*	*2hr. 55min.*
Afternoon	*2hr. 59min.*

ANNIVERSARIES.

1762—Manila taken by the British.
1870—Shimonoseki forts attacked.
1875—Loss of the O. S. S. Co.'s steamer *Hector* near Amoy.
1881—German steamer *Quinta* driven ashore at Taichow Island, afterwards destroyed by fire. Disastrous typhoon at Haiphong and district; over 1,000 lives lost and immense damage done to property.
1894—Typhoon at Hongkong and Macao.
1896—The Tsar and Tsarina received by President Faure at Cherbourg.
1897—Sir N. Hannen protested against Tsai Taotai's decision in the Bennertz case.
1898—Convention for the Wei-hai-wei concession ratified in London. An ultimatum presented to the Porte demanding the commencement of the Evacuation of Crete.

TO-MORROW.

Friday, 6th October, 1899.

Chinese—*2nd of 9th moon of 25th year of Kwang-sü.*

Sun—*Rises*	*5hr. 55min.*
Sets	*5hr. 43min.*
High water—*Morning*	*9hr. 38min.*
Afternoon	*9hr. 15min.*
Low water—*Morning*	*3hr. 33min.*
Afternoon	*3hr. 24min.*

ANNIVERSARIES.

1593—A Spanish fleet left Cavite to capture the Moluccas.
1848—Insurrection in Vienna; flight of the Emperor.
1866—French expedition left Chefoo for Korea.
1887—Arrival in Hongkong of Governor Sir William Des Vœux, K.C.M.G.
1896—Guaquil, Ecuador, nearly destoyed by fire.
1898—Public Prosecutor reports in favour of a revision of the Dreyfus Case.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French *(Sydney)* 8th inst.
American *(Nippon Maru)* 10th inst.
Australian *(Changsha)* 13th inst.
American *(Coptic)* 26th inst.

* * *

The P. & O. S. N. Co.'s steamer *Pekin* left Bombay for this port on the morning of the 5th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
H.M.S. *Bonaventure.*	"	"	"
Feihoo	"	"	"
Hue	"	"	"
Nanshan	"	"	"
Kiangpak	"	"	"
Simla	"	"	"
Suevia	"	"	"
Decima	"	"	"
Fausang	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Doric	"	"	"

PASSED THE CANAL:

Outward—15th September—*Sanuki Maru, Siberia, Spithead.* 19th September—*Lady Joicey.* 22nd September—*Malacca.* 26th September—*Bayern, Energia, Adria, Anapa, Bamberg, Voroneg.* 29th September—*Amuan.* 3rd October—*Indravelli, Ixion, Kintuck, Vindobona, Hakata Maru.*

Homeward—29th September—*Indralena.* 3rd October—*Ghazee, Menelaus, Hitachi Maru.*

Shipping.

Arrivals.

BENLARIG, British steamer, 1,650, R. Kroble, 4th Oct.,—Singapore 27th Sept., General.—Gibb, Livingston & Co.

AFGHANISTAN, British steamer, 2,170, Whitlock, 4th Oct.,—New York 2nd Aug., and Singapore 1st Oct., General.—Dodwell & Co., Ld.

CHOWTAI, British steamer, 1,115, T. W. Groves, 4th Oct.,—Bangkok and Koh-si-chang 27th Sept., Rice and General.—Yuen Fat Hong.

KAISOW, British steamer, 2,529, G. F. Rodway, 5th Oct.,—Singapore 28th Sept., General.—Holliday, Wise & Co.

GLENSHIEL, British steamer, 2,204, J. McGillwray, 5th Oct.,—Singapore 28th Sept., General.—McGregor Bros. & Gow.

SARPEDON, British steamer, 3,012, J. Grier, 5th Oct.,—Foochow 3rd Oct., General.—Butterfield & Swire.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 5th Oct.,—Sourabaya 22nd Sept., and Panarockan 24th, Sugar,—Jardine, Matheson & Co.

HECTOR, British steamer, 3,005, J. Barr, 5th Oct.,—Liverpool 26th Aug., and Singapore 27th Sept., General.—Butterfield & Swire.

HAILOONG, British steamer, 783, A. J. Robson, 5th Oct.,—Tamsui 2nd Oct., Amoy 3rd, and Swatow 4th, General.—Douglas, Lapraik & Co.

LOYAL, German steamer, 1,237, Lorenzen, 5th Oct.,—Canton 4th Oct., Ballast.—Sander, Wieler & Co.

TAI LEE, German steamer, 828, T. Calender, 5th Oct.,—Hongay 2nd October, Coal.—Meyer & Co.

Clearances at the Harbour Office.

Triumph, German str., for Hoihow.
Governor Robie, American ship, for New York.
Loyal, German str., for Hongay.
Wingsang, British str., for Shanghai.
Pak Kong, British str., for Canton.
Afghanistan, British str., for Shanghai.
Meefoo, Chinese str., for Shanghai.
Independent, German str., for Kobe.
Saikong, British str., for Samsui.
Clio, British str., for Amoy.
Hoihong, British Port steam-launch, for Macao.
Wo Ping, Chinese steam-launch, for Wuchow.
Sarpedon, British str., for Singapore.
Kwai Lum, British steam-launch, for Macao.
Hating, French str., for Hoihow.
Hailan, French str., for Pakhoi.

Departures.

Oct. 5, *Oanfa*, British str., for Shanghai.
Oct. 5, *Wingsang*, British str., for Shanghai.
Oct. 5, *Meefoo*, Chinese str., for Shanghai.
Oct. 5, *Salahadji*, Dutch str., for P. Sembilan.

Passengers—Arrived.

Per *Hector*, from Singapore—269 Chinese.
Per *Kaisow*, from Singapore—450 Chinese.
Per *Benlarig*, from Singapore—200 Chinese.
Per *Chowtai*, from Bangkok, &c.—Miss Palethorpe, Mr. Fertch, and 46 Chinese.
Per *Hailoong*, from Coast Ports—Master J. McKie, Mrs. Choy, Mr. J. W. Richardson, and 95 Chinese.
Per *Glenshiel*, from Singapore—Mrs. Hinds, child and nurse, and 134 Chinese. For Shanghai—Mr. Hulbert.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Thyra	Japan	To-morrow
Malaya	Mororan	To-morrow
Shanghai	Singapore	Oct. 7th
Kinshiu Maru	Moji	Oct. 7th
Sydney	Singapore	Oct. 8th
Nippon Maru	Japan	Oct. 10th
Pekin	Bombay	Oct. 11th
Changsha	Sydney	Oct. 13th
Coptic	San Francisco	Oct. 26th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Abergeldie	Portland, &c.	Nov. 11th
Algoa	San Francisco, &c.	Nov. 21st
America Maru	San Francisco, &c.	Nov. 14th
Andalusia	Havre, &c.	Nov. 15th
Argyll	New York, &c.	Qk. desp.
Bamberg	Havre, &c.	Nov. 30th
Bayern	Straits, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 31st
Benlarig	Japan	Oct. 7th
Breconshire	Victoria, B.C.	Oct. 28th
Calchas	London	Oct. 17th
Candia	London, &c.	Oct. 24th
Carlisle City	San Diego, &c.	Dec. 15th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Qk. desp.
Chelydra	Singapore, &c.	Oct. 7th
China	San Francisco, &c.	Dec. 16th
Chusan	Shanghai	Oct. 13th
City of Dublin	Victoria, B.C.	Oct. 14th
Coptic	San Francisco, &c.	Nov. 4th
Coromandel	Europe, &c.	Oct. 14th
Diamante	Manila	Oct. 9th
Doric	San Francisco, &c.	Oct. 10th
Eastern	Sydney, &c.	Oct. 20th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Dec. 20th
Gaelic	San Francisco, &c.	Nov. 30th
Hailoong	Swatow, &c.	Oct. 7th
Hakuai Maru	Vladivostock, &c.	Oct. 26th
Heidelberg	Havre, &c.	Nov. 5th
Hongkong Maru	San Francisco, &c.	Dec. 9th
Java	London	Nov. 2nd
Kasuga Maru	Japan	Oct. 21st
Kinshiu Maru	Victoria, B.C.	Oct. 19th
König Albert	Straits, &c.	Dec. 13th
Maria Valerie	Straits, &c.	Oct. 11th
Monmouthshire	Portland, &c.	Oct. 7th
Nanchang	Tientsin	Oct. 10th
Nippon Maru	San Francisco, &c.	Oct. 19th
Oanfa	Marseilles, &c.	Nov. 5th
Onsang	San Francisco, &c.	Oct. 25th
Orestes	London	Oct. 31st
Ping Suey	New York, &c.	Oct. 9th
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 18th
Rosetta	Japan	Oct. 15th
Sachsen	Singapore, &c.	Oct. 11th
Sado Maru	Marseilles, &c.	Oct. 6th
Saint Irene	Victoria, B.C.	Dec. 9th
Salvadora	Manila	Oct. 6th
Sanuki Maru	Kobe & Yokohama	Oct. 12th
Savoia	Havre, &c.	Oct. 12th
Shanghai	Japan, &c.	Oct. 9th
Sibiria	Havre, &c.	Nov. 20th
St. Mark	New York, &c.	Qk. desp.
Sungkiang	Manila	Oct. 9th
Tamba Maru	Marseilles, &c.	Oct. 21st
Tamsui Maru	Swatow, &c.	Oct. 8th
Thyria	San Diego, &c.	Oct. 15th
Tientsin	Shanghai	Oct. 6th
Yawata Maru	Manila, &c.	Oct. 27th

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In adition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[*Advt.*

Intimations.

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Hongkong, 18th January, 1898. [135

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Hongkong, 5th September, 1899. [1389

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Intimations.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU ..... W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	TO-MORROW, 6th October, at Noon.
SANUKI MARU ..... W. Townsend	KOBE and YOKOHAMA	THURSDAY, 12th October, at Noon.
*KINSHIU MARU ..... W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU ..... J. W. Wale	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st October, at Noon.
KASUGA MARU ..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU ..... W. Nishimura	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATI MARU ..... A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.

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A. S. MIHARA,
Manager.

Hongkong, 2nd October, 1899. [6

"CLAYMORE."

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(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhœa in 1-to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS. [54

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

JAPANESE CURIOS.

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH GOODS

AT LOW PRICES.

Hongkong, Canton, and Japan Views.

D. NOMA,
No. 12, Queen's Road Central,
Opposite the City Hall.

Hongkong, 2nd October, 1899. [1258a

THE POPULAR DINING ROOMS,
18, PRAYA CENTRAL,
(Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cooking and Meals at all hours.

Hongkong, 23rd September, 1899. [1211a

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42

Notice of Firms.

NOTICE.

WE have ADMITTED Mr. EDWARD SHELLIM a Partner in our FIRM in Hongkong from the 1st October, 1899.

S. J. DAVID & Co.

Hongkong, 2nd October, 1899. [1254a

~~NOTICE.~~

WE have This Day ADMITTED Mr. DAVID MEYER MOSES a Partner in our FIRM in Hongkong.

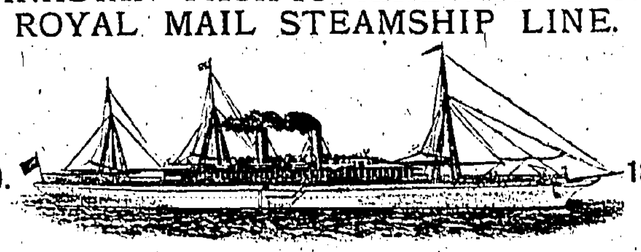
THE INTEREST and RESPONSIBILITY of Mr. EDWARD SHELLIM in our FIRM in Hongkong and Shanghai CEASED from This Date.

DAVID SASSOON, SONS & Co.

Hongkong, 2nd October, 1899. [1255a

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street. [5

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th Nov., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 20th September, 1899. [1198a

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 19th September, 1899. [974a

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin	3,328	J. R. Rae....	Oct. 14.
Breconshire ...	3,567	R. Peebles...	Oct. 28.
Queen Adelaide	2,832	F. McNair..	Nov. 18.
Saint Irene....	3,877	W. Attree....	Dec. 9.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W.A.Evans	Oct. 7.
Abergeldie.....	3,777	J. Murray....	Nov. 11.
Monmouthshire	2,874	W.A.Evans	Dec. 23.
Abergeldie.....	3,777	J. Murray....	Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW-YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 18th September, 1899. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., *on* SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 30th September, 1899. [5

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [19

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*)

HAMBURG-AMERIKA LINIE. (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	12th October.	Freight and Passage.
*HEIDELBERG... Schüder	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th November.	Freight and Passage.
ANDALUSIA ..... Schönfeldt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th November.	Freight.
*SIBIRIA ..... Hildebrandt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th November.	Freight and Passage.
BAMBERG ..... Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th November.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Ehrra	3,406	about	Oct. 15
Belgian King ...	3,379	about	Oct. 31
Carmarthenshire	2,929	about	Nov. 15
Carlisle City.....	3,002	about	Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 22nd September, 1899 [1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama)	Wednesday, 25th Oct., at Noon.
*Algoa (via Moji, Kobe, Yokohama & Honolulu)	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, 10th October, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 4th Nov., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 30th Nov., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th September, 1899. [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Hamburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th September, 1899. [1169a

NEWS FROM THE SOUTH.

(From Bangkok Papers.)

The King of Siam's Birthday.

ROYAL SPEECH TO THE PRINCES.

GOOD STATE OF AFFAIRS.

The following is a translation of His Majesty's address to the Princes and Nobles who assembled at noon on Thursday September 21st in the audience hall of the Maha Chakkri Prasat Palace to offer their congratulations to His Majesty:—

It is with sincere pleasure We see you all assemble here on the auspicious and happy occasion of Our Brithday, and to have heard your good wishes for Our Person. We thank you all.

We are pleased to notice that since last year, the measures which have been undertaken by Our Government for the benefit of Our kingdom and to which you had given Us proofs of your loyal co-operation are faithfully carried out.

We have seen with approbation the reforms carried out in the system of local administration whereby supervision and control have been defined and regulated in village districts during last year and are now extended to townships.

New and better prisons in the interior have been erected in place of the old ones for the safe-keeping of the inmates and at the same time to alleviate their conditions; uniform rules and regulations have been adopted in them in accordance with Our law.

The force of the gendarmerie has been enlarged and extended in four circles. Its scheme of organization can now be looked upon as effective.

We approve of the general meeting of all the Royal Commissioners from the provinces at Bangkok, at a fixed date in the month of September of each year, for the purpose of submitting their annual reports of the preceding year and to discuss their budgets for the following year, as well as all new and necessary measures to be made in their respective districts. These reports will be published for the information of the public.

The administrative reform of the Courts of Justice, which had been deemed necessary in every Province, has been successfully begun to be carried out to Our great satisfaction, and progress has been made as far as the North-Western circle.

As regards the education and the qualification of barristers, whose service and assistance Our Courts of Justice are much in need of, We are now able to see Our way to their incorporation.

It is satisfactory to see the repairs made of the telegraph lines and that additional wires are laid; as also that new lines are being made in the different parts of Our Kingdom as well as those to be connected with foreign countries.

We are glad to see moreover, that the postal service has been progressively extended in the interior and that also along the sea coast a regular service has been established whereby trade and commerce will be stimulated.

Public works in the Provinces have much improved: new roads, canals, and bridges have been added to those of existing ones.

The Nagam-Rajasima Railway has been opened for the use of the public as far as Pakdjong from Gengkoi: We have every hope of seeing the whole line completed and opened up to the town of Nagam-Rajasima next year.

The line of this Railway from Saraburee to Lopburee which will be the main line to the North, has been commenced and its earthwork nearly completed to that town, but it will be necessary to re-survey the Northen line this dry season before continuing the construction farther than this town.

The Petchaburee Railway line has been surveyed from Bangkok to Rajburee and its construction will now be commenced.

The Railway Police and that of the suburbs of Bangkok have now been uniformly organized.

In the district of Thoong Luang, where irrigation has been in great progress and lands available to agriculture, it has been considered necessary in order to establish better control and order, to organize a township this year.

We have great satisfaction to be able to state that the preventive measures We have taken against the epidemic of bubonic plague that ravaged fatally some of our neighbouring countries have been successful. We trust that this epidemic will not appear in this Kingdom.

The Sanitary Department which was lately organized, has carried out useful and beneficial works especially in making roads and drains to keep the city clean and healthy. These works of the Department are only the commencement of a progessive scheme to improve public sanitation.

By the organization of the local and provincial offices to collect inland taxes by Government officers, and abolishing the old system of farming out as hitherto, the revenue has been greatly increased and the people have been thereby much relieved of oppressive inconveniences.

The gradual abolition of gambling houses has been further reduced in the whole country, and now one-third of the whole number no longer exist.

The introduction of the system of Money Orders in the interior has given satisfaction, and it will be extended as far as possible.

In order to control and give security to landed property which has been the cause of much dispute and conflict and from which, thus only a part of the revenue could be collected, it has been thought advisable that the allotments be made and title deeds issued to their proprietors as legal proofs of ownership. We have therefore re-established the Ministry of Agriculture to meet this purpose.

Our intention of opening forests other than teak-forests has been carried out and many leases have already been given to work them.

In our religion, We have been blessed with joy and happiness throughout Our Kingdom this year by the finding in one of the pagodas in the Buddhist Holy Land, the sacred relics of Our Lord Buddha. These sacred relics have been offered to us by the Government of India as the protector of the Buddhist Faith, to be partly preserved by Us and partly distributed according to Our wish to other countries which adhere to Our Faith.

Moreover the study of the Holy Scripture of Our religion among the members of the Holy Order and their followers has improved and in the examination held by the assembly of the High Priests and at the Colleges, there were large numbers of successful candidates.

Also the general education in Bangkok has made marked progress—especially in the elementary education, the number of attendants has much increased and the standard of work proved higher than heretofore. Whilst in the Provinces, where the system of education has been continued under the care of the Head Priests, His Holiness, Krom Mun Vajirayan has been successful in devising a better and more elaborate system. Though this plan of education in the Provinces was only re-organised last year, yet the result gives Us the hope that it will be adopted throughout the whole Country soon.

We have been greatly troubled by the scarcity of rain in the beginning of the year about the rice production, but by the steady and the usual rains lately, we hope that the greater part of the crop will be saved in most of the Provinces, and thus no decrease in trade occur.

The happy and satisfactory results of all Our undertakings give Us the assurance that you all will endeavour to continue in fulfilling Our wishes in those measures which have been set forth and those which will be undertaken from time to time for the welfare of Our Country. We ask you all again to accept our heartfelt thanks for the accomplishment of all your services, for your devotion and good wishes and for your presence in this assembly to-day.

The Sensational Bangkok Poisoning Case.

PRISONER SENTENCED TO DEATH.

The man Nai Cherm, after a trial of three days before seven judges, was on the 19th of September sentenced to death for the murder of Khun Chareon, his father, by poisoning with strychnine. The story of the parricide, unfolded by slow stages from the mouths of many witnesses, is one of scarcely credible cold-bloodedness. The details were laboriously gathered and woven together by the painstaking zeal of the police; and finally, one of the strongest possible of purely presumptive cases was presented. When sentence was pronounced, the prisoner was handcuffed at his place in the Court, still maintaining every apparent indifference that was consistent with his studied deference to the Bench.

M. Tilleke, in closing the case for the prosecution, said that the prisoner was charged with the murder of his father by administering strychnine in his medicine. It was one of the most painful cases that came before the Court and also at the same time one of the most painful cases he was called upon to prosecute. He began by imagining that the deceased man was happy after having amassed a large amount of money; of being in good health; of having a large family, and of having averted a certain disease by taking medicines for some years past. Deceased had advanced to a considerable age and was looking forward to that natural death which comes to every man. Under such circumstances, that he should have been poisoned is a mystery, and that he should have had any enemies in life is also a mystery, and might have remained so if not for the vigilance of the police authorities. In his own knowledge there were almost monthly—yearly—any number of cases in which persons had been poisoned without the knowledge of any man. Those persons had never been brought to justice, and that fact acted as a stimulant to others to commit the same crime. That feeling, he had no doubt, was that of the man who gave poison to Khun Charoen on July 17th.

ACCUSED CONVICTED AND SENTENCED TO DEATH.

On September 18th the Judges assembled at 11. 10 a.m., and the Chief Judge delivered judgment convicting the accused and sentencing him to undergo the extreme penalty of the law. The accused stood his trial with fortitude and without any outward demonstration of emotion. It was only when he was handcuffed by the police that he gave vent to a maniacal laugh.

After the accused had been taken into custody by the police, Mr. Tilleke addressed their Lordships and desired that a special note be made of Mr. Naylor's statement that the police had used discreditable and illegal means to obtain evidence. This was accordingly done.

A LETTER FROM MR. NAYLER.

To the Editor of the *Siam Observer*

Sir,—Permit me to correct an error in your report of the proceedings in the recent poisoning case. You say that at the end of the proceedings "Mr. Tilleke addressed their Lordships, and desired that a special note be made of Mr. Naylor's statement that the police had used discreditable and illegal means to obtain evidence. This was accordingly done." This is entirely untrue. Mr. Tilleke made no such application, nor was any such note made. Mr. Tilleke asked the Court on behalf of Mr. Groves whether it thought that the police had acted improperly or unfairly as the Counsel for the defence had alleged. The court intimated that it did not consider so. Herein I am still differring from the opinion of the Court,

Yours, etc.,

C. J. NAYLOR.

[Mr. Naylor is right in this matter, and we should ourselves have called attention to the matter for the sake of accuracy on what seems likely to be a controversial topic. The discrepancy is very easily intelligible to any one who was present at this stage of the proceedings.—Ed., *S. O.*]

Escaped.

Chief-Inspector Hearn, of the Police, started out from here on the 24th of last month with a warrant from the German Court, in order to try to effect the arrest of Mr. Orleans, who was very much wanted by his victims here. Mr. Orleans had also been making the people of Singora sit up—by means of a revolver,—so that there were many reasons why Siam should be loath to part with him. But Mr. Hearn returned last evening by the *Borneo* without his man; he had too long a start. From Bangkok Mr. Hearn went first to Singora, then to Patani, Sai, Lakon, Kelantan and Tringanu, and then on to Singapore; but always he was too late. At Singapore he learned that Mr. Orleans arrived four weeks ahead of him, and had disappeared. The one interesting bit of information Mr. Hearn has brought back is that the gentleman's name is not Orleans, but Hanky. The worst fears of his victims here will now be confirmed and they may even be disposed to believe that Hanky is only his front name. Orleans is a much better name to get credit on than Hanky.

Items from Bangkok.

The following are taken from the "*Bangkok Times*" of dates September 16th to 20th:—

There was a nasty tramway accident down near Bangkolem on Saturday. Mr. Blech and Mr. McMeekin were driving out from the lane leading to Clarke and Co.'s when a car came suddenly along. Both jumped out and escaped unhurt. The carriage, a very valuable one imported from London, was overturned and damaged very considerably. The horse was also injured.

H. R. H. Prince Chira recently got four weeks leave of absence on account of his health. Six weeks have now elapsed, but we regret to learn that he is lying seriously ill at Koh-si-chang, and quite unable to return. He is said to be suffering from an affection of the lungs.

Two railway overseers recently engaged by a Section Engineer on the construction of the line near Muok Lek, were dismissed the service one after the other when they had been at work for only a few days.

The electric light was out twice last night just before and at the dinner hour. Hence a hurrying in hot haste for oil lamps, and general confusion. That sort of thing is inconvenient enough at any time, but the inconvenience is emphasised at the dinner hour. By the way, several people who read their meters themselves are alarmed at the way in which these skilled instruments are doing their work at present. It is said that records are being made, which it will be difficult to beat even when Bangkok meters are more experienced.

It is rumoured that Mr. Göttsche, Inspector on the Paknam Railway, has a concession, or is going to get one, for cutting a creek in the Suphan district. The late Loh Poh Yome is reported to have made some 60,000 or 70,000 ticals by his venture in creek cutting.

H. R. H. Prince Sanpasat lost a good deal of property in the recent big fire in the city, but he has acted in an exceedingly generous manner towards his tenants, the people who were burned out of their homes on that occasion. The Prince, we hear, found room for them all at his own residence, fed them, clothed them, and refused to charge them any rent—not even the arrears. Moreover they are being allowed to enter the new buildings for a month or so free of rent that they may get a good start in business again. Conduct of that sort does not need any commendation.

Whilst in Corea, Dr. Morrison, the *Times* Peking correspondent, was the guest of Mr. McLeavy Brown. It is reported from the north that Mr. J. McLeavy Brown, at great personal sacrifice to himself, has consented, at the earnest request of the Emperor of Korea, to renew for five years his engagement as Chief Commissioner of Customs, which expires next year.

Regarding the linking up of the Mergui telegraph with Singapore *viâ* the Malay States, which Mr. Henniker Heaton and Sir E. Sassoon apparently regard as a simple matter, it is necessary to point out that the Indian telegraphic authorities hold a very different opinion. They believe that the construction of such a line would be very difficult and costly, and the expense of maintenance may be judged by the fact that while the cost per mile in India is Rs. 11 or Rs. 12, the Tavoy-Mergui line costs about Rs. 25 per mile of wire. It is estimated that a line from Mergui to the Malay States and Singapore would cost from Rs. 30 to Rs. 35 per mile.

(From Singapore Papers.)

What will They do?

To-morrow, says the *Straits Times* of 26th September, it will be the duty of Singapore Municipal Commissioners to decide whether the Corporation is to behave honourably. That decision should be made at to-morrow's meeting—unless a full attendance is prevented by to-morrow being a Hebrew festival, or by there being an auction sale or a Chinese wedding. The Commissioners have to decide whether they will fulfil a bargain with the Queen's Memorial subscribers, or whether they will evade that bargain on the plea of lapse of time. The facts are simple. A Municipal President (Mr. Egerton) evolved a scheme for a Queen's Memorial Hall, basing that scheme on a proposal that the Municipal Commissioners should take over, for offices, the old Town Hall and should give $120,000 for it, agreeing to pay that money into the Queen's Memorial fund. The proposal of the Municipal President was approved by the Municipal Commissioners, was accepted by the public, and on that scheme, and on no other, the public subscribed. Another Municipal President (Mr. Gentle) seeks to repudiate the financial obligation, chiefly on the plea of efflux of time. Seeking to meet that efflux of time argument, Municipal Commissioners shall abide by their word, provided they are allowed to take over the old Town Hall by the end of June of next year—a period as early as they could reasonably have expected. Mr. Evans' proposal covers the efflux of time argument; and, if the Municipal Commissioners do not accept Mr. Evans' proposal, it will be difficult to consider that the Singapore Municipality has behaved in an honourable fashion. If the Municipality is to repudiate its financial obligations to the Queen's Memorial Committee, it might be assumed that it would be equally willing to repudiate its other financial obligations if only some one could find an error in the draftsmanship of these. It will be observed that we do not discuss whether the Town Hall will make good offices, or whether Mr. President Egerton's scheme was a good or a bad scheme. At the present juncture, these points are irrelevant. The point at issue is whether the Singapore Municipality is an honourable Corporation or whether it is a body that is unworthy of trust.

~~Straits~~ Chinese and School Influences.

AN ACCUSATION OF PROSELYTISING.

To the Editor of the *Straits Times*.

Sir,—Some three years ago, an exciting correspondence was passing through the columns of your journal on the subject of proselytising that was then alleged to be developed among Chinese pupils in the Anglo-Chinese School. I and others with me thought that it was then understood between Chinese parents and the American Methodist teachers that a *modus vivendi* had been arrived at, and that there would be no more complaints on the score of proselytising. It is to be regretted that this does not prove to be the case. For some little time after the period referred to, only those boys who wished it attended prayers and the religious exercises held on Friday afternoons. This, of course, is very well in theory, but every boy who has been to school fully appreciates the influence of the wishes of his teacher. Rewards in a small way were always held out to those boys who showed aptitude in committing to memory texts of scripture, but it has been left to the present time to suggest to a Chinese boy of seventeen years or thereabouts the prospect of prizes of a more alluring nature. A lad of this age, who had now been withdrawn from the school and its influences, alleges that a prospect held out to him for becoming a Christian was the possession of an American wife! This, of course presupposed that the boy would join the mission and go to America. The prize held out to this lad may have been held out to others. But whether so or not so, it certainly does not inspire respect for the methods used to bring about the version of Chinese Babas. I have been permitted to read a copy of a protest sent by the elder of a Chinese family to one of the American teachers, complaining of the measure adopted to proselytise, and withdrawing his boy. The main ground of complaint is that the proceedings are covert, parents being purposely left in ignorance of what is being done with their boys. It was the same before. Now, while I feel disapproval of the ways pursued in the endeavour to proselytise Chinese boys, I feel but little sympathy for the Chinese elders who suffer through their own indifference. The Chinese possess a tolerably large non-sectarian school, the one founded by the late Mr. Gan Eng Seng, to which they might send their younger boys with safety; and their elder lads could find accommodation at the Raffles Institution. It is in this as in everything else, if the Chinese will not look after their own domestic and family affairs, they must expect that others will meddle with them in a disagreeable way.

I am, &c.,

ANTI-PROSELYTISER.

Singapore, 27th September.

Shipping.

STEAMERS.

FOR MANILA, VIA AMOY.
(Taking Cargo at through Rates for ILOILO.)
THE Steamship
"SALVADORA,"
Captain Goitesolo, will be despatched as above TO-MORROW, the 6th instant, at 5 P.M., instead of as previously notified.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 4th October, 1899. [1248a

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILOONG,"
Captain Robson, will be despatched for the above Ports, on SATURDAY, the 7th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 4th October, 1899. [1263a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"CHELYDRA,"
Captain Davies, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd October, 1899. [1259a

"BEN" LINE OF STEAMERS.
FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship
"BENLARIG,"
Captain Krobble, will be despatched as above on SATURDAY, the 7th October.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th September, 1899. [1235a

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 2nd October, 1899. [1213a

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched as above on MONDAY, the 9th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.
The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th October, 1899. [1269a

CHINA NAVIGATION COMPANY, LIMITED.
SWATOW AND TIENTSIN.
THE Company's Steamship
"NANCHANG,"
Captain Pinlayson, will be despatched as above on TUESDAY, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd October, 1899. [1229a

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 17th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1216a

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ORESTES,"
Captain Pulford, will be despatched on TUESDAY, the 31st October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1221a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1899. [1265a

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ARGYLL"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON" } At Intervals
S.S. "AFGHANISTAN" ..... } of 2 weeks.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [941a

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FIUME AND TRIESTE.
(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.)
THE Company's Steamship
"MARIA VALERIE,"
Captain A. Fellner, will be despatched as above on WEDNESDAY, the 11th instant, P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 4th October, 1899. [1267a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"OANFA,"
J. A. Davies, Commander, will be despatched as above on or about the 5th November.
For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 4th October, 1899. [1268a

To be Let.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Compradore Office,
E. C. HOCHAPFEL.
Hongkong, 23rd March, 1899. [398a

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H,"
c/o of this Office.
Hongkong, 17th May, 1899. [664a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD." MAGAZINE GAP.
No. 4, RIPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"PARRAMATTA,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
From London, &c., *ex* S.S. *Himalaya*, From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co's Steamers,
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
Goods not cleared by the 5th October, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 29th September, 1899. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of CARGO per Steamship "DORIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 30th September, 1899. [2

NOTICE TO CONSIGNEES.
S.S. "AFGHANISTAN,"
FROM NEW YORK, STRAITS AND MANILA.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 11th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th October, 1899. [1266a

Consignees.

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd October, 1899. [1260a

NOTICE TO CONSIGNEES.
FROM BOMBAY AND STRAITS.
THE P. & O. S. N. Co.'s Steamship
"TIENTSIN."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 4th October, 1899. [1-w 5

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM LIVERPOOL.
THE Company's Steamship
"OANFA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 4th October, 1899. [1262a

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special rollable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
40, *QUEEN'S ROAD*,
Watson's Building.

MITSUI BUSSAN KAISHA,
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines,
Ichimura Coal Mines.
Kishima Coal Mines,
Yoshio Coal Mines,
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miiko Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.
Hongkong, 19th August, 1899 [4c

NOTICE.
THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

Intimations.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply "Z," c/o This Office.
Hongkong, 18th August, 1899. [1048a

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES' FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1897. [11

NOT SO FAR AWAY IN CHICAGO U. S. A. IS THE Greatest Mail Order House in the World.
MONTGOMERY WARD & COMPANY, 111 to 120 Michigan Ave.
WHO ISSUE SEMI-ANNUALLY THE MOST COMPREHENSIVE GENERAL CATALOGUE AND BUYERS' GUIDE.
Containing 800 pages (8½ by 11 inches), 14,000 illustrations, 40,000 dependable quotations, and Twenty SPECIAL PRICE LISTS, devoted to distinctive lines of GENERAL MERCHANDISE, viz.: FURNITURE, AGRICULTURAL IMPLEMENTS, WAGONS and CARRIAGES, DRUGS, MEDICINES, SEWING MACHINES, ORGANS, PIANOS, BOOKS on every subject, PHOTOGRAPHIC MATERIALS, CHILDREN'S CARRIAGES, BOOTS and SHOES, CLOTHING, CLOAKS, DRESSES, BICYCLES, GROCERIES, HARDWARE, CARPETS, DRY GOODS, WALL PAPER, and BARBERS' SUPPLIES. Any one or all of these publications will be sent postpaid upon application to dwellers in foreign lands, including our "Hand Book for Foreign Buyers." Send in your request. Induce your neighbors, friends and relatives to do so, and learn of our facilities ... orders expeditiously at reliable ...
Goods Guaranteed as Represented or Money Refunded.
Montgomery Ward & Co., CHICAGO, U. S. A. 111 to 120 MICHIGAN AVENUE.

LET'EM ALL COME TO YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME.
Prescribed by the leading medical authorities in all countries for the last fifty five years with the greatest success, it continues to maintain its reputation where all other medicines have failed.
Grimault's Syrup ... quickly arrests the Cough, Spitting of Blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co, Paris. Sold by all Chemists

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong, 22nd September 1898. [45

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.
REUCE, American ship, D. Whitmore—Standard Oil Co.

OPIUM QUOTATIONS.

Hongkong, 5th October.

New Patna	867½	per chest,
New Benares	837½	"
New Malwa	750/770	per picul.
Old Malwa	780/840	"
Persian, paper tied	670/730	"

The Share Market.

LATEST QUOTATIONS.
(October 5th.)

Banks.

Hongkong and Shanghai Banking Corporation —345 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$26½.
Do. Do. —$26½.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$260.
China Traders' Insurance Co., Limited—$64½.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$124.
Canton Insurance Office, Ld.—$147½.
Straits Insurance Co., Ld.—$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$330.
China Fire Ins. Co., Ld.—$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$30 buyers.
Indo-China Steam Navigation Company, Ld. —$72½ buyers.
China and Manila S.S. Co., Ld.—$90.
Douglas Steamship Co., Ld.—$48 buyers.
China Mutual S. N. Co., Ld.—(Preference—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$19½ buyers.

Refineries.

China Sugar Refining Co., Ld.—$146.
Luzon Sugar Refining Co., Ld.—$54.

Mining.

Punjom Mining Co., Ld.—$9 buyers.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$245.
Queen Mines, Limited—$0.45.
Jelebu Mining and Trading Co., Ld.—$15.15.
Raub A'lian Gold Mining Co., Ld.—$64½.
Olivers Freehold Mines, Ld.—(A) $12.
Olivers Freehold Mines, Ld.—(B) $7.30.
Great Eastern and Caledonian Gold Mining Co., Ld.—$1.60 buyers.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—530.
Hongkong and Kowloon Wharf and Godown Company, Limited—$96.
Wanchai Warehouse and Storage Co., Ld.—$45 buyers.
New Amoy Dock Co., Ld.—$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld. —$9.50 buyers.
Hongkong Land Investment and Agency Co., Ld.—$112.
Kowloon Land and Building Co., Ld.—$28.
West Point Building Co., Ld.—$33.
Hongkong Hotel Co., Ld.—$129.
Humphrey's Estate and Finance Co., Ld.—$10½.

Miscellaneous.

Green Island Cement Co., Ld.—$28¾ buyers.
China-Borneo Co., Limited—10½ buyers.
A. S. Watson & Co., Limited—$16.75.
Hongkong Electric Co., Limited—$13.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$190.
Geo. Fenwick & Co., Ld.—$42½.
Hongkong Ice Co., Ld.—$130.
Hongkong High-Level Tramways Co., Ld.—$147½.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$15 buyers.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$52½ buyers.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 68.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 77½.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.
BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 5th October.

ON LONDON,	Telegraphic Transfer	1/10⅝
"	Bank Bills, on demand	1/10 13/16
"	Credits, 4 months' sight	1/11 5/16
"	D'ments, 4 months' sight	1/11 7/16
ON BERLIN,	(demand)	M. 1.94½
ON PARIS,	Bank Bills, on demand	2.41½
"	Credits, 4 months' sight	2.46½
ON NEW YORK,	Bank Bills, on demand	46½
"	Credits, 30 days' sight	47
ON BOMBAY,	Telegraphic Transfer	141
"	On demand	141½
ON SHANGHAI,	Telegraphic Transfer	73
"	Private, 30 days' sight	73¾
ON YOKOHAMA,	T.T.	6½ per cent. prem.
Sovereigns,	Bank's Buying Rate	$10.41
Gold Leaf	100 touch, per tael	54.10
Bar Silver		26⅝
Dollars		2 per cent. prem.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken	Mr. E. A. Leggatt
Mr. S. J. Akamaku	Miss H. L. Lewers
Mrs. John Angus	Miss Lucker
Mr. A. Arnoux	Mrs. MacHaffin and child
Mr. W. S. Bailey	Mr. G. A. March
Mr. B. J. Barlow	Mr. J. Y. Mayston
Mr. Benjamin	Miss McIntyre
Miss Bisay	Mr. T. S. Meser
Mr. W. M. Black	Mr. and Mrs. Moir
Mr. and Mrs. A. H. Bottenheim	Mr. J. A. Morris
Mr. G. Brusse	Mr. E. O. Murphy
Mr. T. F. Burgdorff	Mr. Newson, F.W.
Mr. A. B. Carter	Mr. A. C. Van Nierop
Capt. and Mrs. Cartmer	Mr. J. J. O'Neill
Miss Cartmer	Mr. A. Otto
Dr. and Mrs. F. Clark	Mr. G. P. Palethorpe
Miss Colwell	Mr. M. Pando
Mr. A. H. Crocker	Mr. W. Parfitt
Mr. H. W. Crolie	Mr. J. C. Perry
Mr. P. C. Denroche	Mr. Reeves
Mr. A. Docter	Mr. A. Reid
Mr. C. B. U. Dodd	Mr. and Mrs. R. Reyes
Mr. D. Earnshaw	Mr. F. T. Richards
Dr. Edelmann, M.D.	Mr. S. J. Robins
Mrs. F. H. Eldridge	Mr. H. Simmins
Mr. Otto Firtsch	Mr. A. Spagnolo
Mr. W. Fuckel	Mr. H. K. Stockman
Mr. J. de Garchitarena	Dr. and Mrs. Stumps
Mr. & Mrs. K. Gibson	Mr. B. Taylor
Capt. Goddard	Mr. Jules Thiemonge
Major and Mrs. Griffin	Mrs. C. Thomas
Mr. H. W. Crolie	Mrs. H. H. Todd and family
Mr. R. J. Hall	Mr. Albin Trojan
Mrs. Hillman	Mr. B. T. Walling
Mr. T. Howard	Mr. and Mrs. A. W. Whitton
Mr. Philip Hoffman	Mr. and Mrs. Bagnall Wild
Mr. Wm. K. Hughes	Mrs. J. Williamson
Mr. A. Jackson	Mr. E. L. Woodin
Mr. Jacquard	Mr. and Mrs. J. B. Worfield
Major and Mrs. Jeffreys	Mr. W. J. Wright
Mr. and Mrs. Joseph	Mr. J. M. de Zuniga
Mr. E. A. Katsch	
Mr. and Mrs. Kemp	
Mr. Kinghorn	
Mr. J. Kirkwood	
Mr. J. I. Lee	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne	Capt. F. Koford
Mr. P. Bure	Mr. J. Lamke
Mr. and Mrs. F. G. Collins	Mr. J. E. Lee
Capt. van Corbach	Mr. C. W. Longuet
Mr. G. H. Dann	Mrs. C. W. Longuet
Mr. and Mrs. W. H. T. Davis and child	Mr. R. Mitchell
Mr. A. L. Denison	J. Von Oertzen
Mr. P. Dow	Lt.-Col. The O'Gorman
Col. G. J. H. Evatt	Dr. Marx Peters
Mr. J. S. Ezekiel	Hon. H. E. Pollock
Mr. R. M. Ezekiel	Capt. H. V. Prynne
Mr. A. Forbes	Mr. A. Reed
Lt.-Col. A. R. Fraser	Comdr. R. M. Rumsey
Colonel E. H. Gorges	Mr. A. Sinclair
Staff-Surgeon and Mrs. W. E. Home	Mr. A. Findlay Smith
Mr. H. U. Jeffries	Mr. A. G. Stokes
Major G. R. St. John	Mr. A. P. Stokes
	Mr. G. H. Wheeler
	Mr. H. Windrath

CRAGIEBURN.

Rt. Rev. Bishop Burdon	Mr. Hugo Silvestri
Rev. F. Flynn, R.N.	Mrs. Simmonds
Mrs. Horder	The Government Civil Hospital Sisters
Hon. and Mrs. R. D. Ormsby	Miss Triscott
Miss Ormsby	Mr. and Mrs. W. E. Turner
Mr. A. J. Richardson	Miss Underwood
Mrs. Percy Rolfe and son	Consul Volpicelli
Capt. C. B. Simmonds, R.A.	Madame Volpicelli

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,705, C. J. Mattock, 30th Sept.,—Samarang 20th Sept., Sugar. —Jardine, Matheson & Co.
CHELYDRA, British steamer, 1,575, J. T. Davies, 2nd Oct.,—Calcutta 17th Sept., Penang and Singapore 26th, General.—Jardine, Matheson & Co.
CLIO, British steamer, 776, J. B. Whyte, 2nd Oct.,—Samarang 21st Sept., General.—Lauts, Wegener & Co.
DECIMA, German steamer, 965, Christiansen, 1st Oct.,—Moji 28th Sept., Coal.—Sander, Wieler & Co.
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 30th Sept.,—San Francisco 2nd Sept., Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai 28th, Mails and General.—O. & O. S. S. Co.
EQUATORIA, Belgian steamer, 1,200, Ch. Daly, 29th Sept.,—Saigon 23rd Sept., Rice and Flour.—Order.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.,—Vancouver, B.C. 12th Sept., and Shanghai 1st Oct., Mails and General.—C. P. R. Co.
FAUSANG, British steamer, 1,140, T. A. Mitchell, 29th Sept.,—Saigon 24th Sept., Rice.—Jardine, Matheson & Co.
GOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,—Callao Peru 21st July, Iron.—Order.
HAILAN, French steamer, 377, W. Bast, 4th Oct.,—Pakhoi and Hoihow 3rd October, General.—A. R. Marty.
HATING, French str., 905, M. Jenssen, 3rd Oct.,—Haiphong and Hoihow 2nd Oct., General.—A. R. Marty.
HUE, French steamer, 704, P. Merlees, 28th Sept.,—Haiphong and Hoihow 27th Sept., General.—A. R. Marty.
HUPEH, British steamer, 1,894, Pennyfather, 1st Oct.,—Java 21st Sept., Sugar.—Butterfield & Swire.
INDEPENDENT, German steamer, 850 A. Haltz, 28th Sept.,—Sourabaya 13th Sept., Sugar and Nuts.—Sander, Wieler & Co.
JAVA, Austrian steamer, 2,227, P. Stipanori, 3rd Oct.,—Moji 27th Sept., Coal.—Order.
MONMOUTHSHIRE, British steamer, 2,874, W. A. Evans, 30th Sept.,—Portland, Oregon 1st Sept., General.—Dodwell & Co.
NANSHAN, American steamer, 1,344, Stovell, 26th Sept.,—Manila 22nd Sept.
PROSPER, Norwegian steamer, 789, E. Thorsteinsen, 1st Oct.,—Samarang 20th Sept., Sugar and Malases.—Geo. R. Stevens & Co.
SADO MARU, Japanese steamer, 3,856, W. Thompsen, 4th Oct.,—Moji 30th Sept., General.—Nippon Yusen Kaisha.
SALVADORA, American str., 1,000, Goitisolo, 3rd Oct.,—Manila 29th Sept., General.—Brandao & Co.
SUEVIA, German steamer, 4,129, Förck, 14th Sept.,—Swatow 13th Sept., General.—Siemssen & Co.
TIENTSIN, British steamer, 2,555, F. J. Fox, 3rd Oct.,—Bombay 12th Sept., and Singapore 26th, General.—P. & O. S. N. Co.
TRIUMPH, German steamer, 675, A. Ricke, 4th Oct.,—Hoihow 3rd Oct., General.—Jebsen & Co.
WYEFIELD, British steamer, 2,088, G. Cartmer, 29th Sept.,—Manila 22nd Sept., Ballast.—Order.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept.,—Manila 2nd Sept., Ballast.—Arnhold, Karberg & Co.
ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.,—Cardiff 13th May, Coal.—Arnhold, Karberg & Co.
GOVERNOR ROBIE, American ship, 1,627, Nichols, 21st Aug.,—New York 5th May, Kerosine Oil.—Standard Oil Co.
JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.,—New York 25th April, Case Oil.—Standard Oil Co.
MARY L. CUSHING, American bark, 1,540, 1st Oct.,—New York 16th May, Case Oil. —Order.
MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April; Case Oil.—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast.—Order.
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil. —Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.,—San Francisco 3rd June, Flour.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,—Manila 13th Sept., Ballast.—Reuter, Bröckelmann & Co.
VALKYRIEN, British bark, 498, J. R. Hall, 23rd Sept.,—Rajang, Borneo, 3rd September, Timber.—Order.
WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 5th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.
Esk coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Singapore.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Hongkong.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Withhofft, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff. at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun. 220 h.p., 16 knots.
Sootchâna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlald, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Straus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsythe, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. G. W. Pigman, at Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Glacier, U.S. refrigerator ship, Comdr. C. H. Arnold, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, Canton.
Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Hoihow and Haiphong—Per *Hating* to-morrow, the 6th instant, at 8 A.M.
For Singapore and Penang—Per *Sado Maru* to-morrow, the 6th instant, at 11 A.M.
For Shanghai and Kobe—Per *Tientsin* to-morrow, the 6th instant, at 11 A.M.
For Shanghai—Per *Hector* to-morrow, the 6th instant, at 3 P.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* to-morrow, the 6th instant, at 4 P.M.
For Amoy and Manila—Per *Salvadora* to-morrow, the 6th instant, at 4 P.M.
For Swatow, Amoy and Tamsui—Per *Hailoong* on Saturday, the 7th instant, at 10 A.M.
For Europe, &c., India, via Marseilles—Per *Salazie* on Saturday, the 7th inst., at 10.45 A.M.
For Amoy, Shanghai, Moji, Kobe, Yokohama and Portland, Or.—Per *Monmouthshire* on Saturday, the 7th instant, at 11 A.M.
For Singapore, Penang and Calcutta—Per *Chelydra* on Saturday, the 7th instant, at 2 P.M.
For Singapore—Per *Pingsuey* on Saturday, the 7th instant, at 3 P.M.
For Shanghai—Per *Loongmoon* on Monday, the 9th instant, at 3 P.M.
For Manila—Per *Diamânte* on Monday, the 9th instant, at 4 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samshui* on Monday, the 9th inst., at 4 P.M.
For Swatow and Tientsin—Per *Nanchang* on Tuesday, the 10th instant, at 10 A.M.
For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric* on Tuesday, the 10th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Sachsen* on Tuesday, the 10th instant, at 5 P.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Wednesday, the 11th instant, at 4 P.M.
For Kongmoon, Samshui and Wuchow—Per *Samshui* on Friday, the 13th inst., at 4 P.M.
For Nagasaki, Kobe and Yokohama—Per *Rosetta* on Sunday, the 15th instant, at 9 A.M.
For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Monday, the 16th instant, at 4 P.M.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 36 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimasu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes 5,500 h.p.

Torpedo-boats.

Ikadusch, Japanese torpedo-boat destroyer 331 tons, Comdr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons 10 guns, 520 h.p. (used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, —Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 563, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, J. J. Lossieres, —Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.
Samshui, British steamer, Summers,—Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Bing.

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